

## NEW MEXICO HAS COME ACROSS LIBERALLY

EVERY TOWN, SO FAR, HAS CONTRIBUTED TO THE OCEAN-TO-OCEAN HIGHWAY.

(By Bert C. Smith, Automobile Editor, The Times, Los Angeles.)

Covered with the dust of three states the Times Ocean-to-Ocean organizing car reached Las Vegas yesterday with Dell M. Potter, national organizer of the Ocean-to-Ocean Highway association. Plans were made for a meeting tonight and prominent business men of Las Vegas took hold of the movement which has for its object the building of a national highway from the Pacific to the Atlantic.

The Times car left Los Angeles 13 days ago and the Banning route of the proposed transcontinental boulevard has been carefully measured. We find we are 1,150.7 miles from Los Angeles in a direct line and we have covered every foot of the route. At least 11,000 miles of this run has been over roads which are tourable at the present time. About 50 miles of the route is in bad shape and needs attention at once.

One of the thrilling incidents of the trip came on the Arizona desert as we were driving from Yuma to Phoenix. This run of 206 miles was made in the hottest weather of the year. Far out on the desert, 15 miles from Deep Wells, a station which is maintained as the well contain no water, we noticed a peculiar object out on the white sands. At first we thought it was a coyote. We directed our car toward the black speck.

As we approached we were alarmed to find it was a man on his hands and knees and when we reached him we found A. E. Weeks of Whittier, Calif., almost crazed for want of water. He had essayed to make the run across the desert on a motorcycle in advance of the Times car and lost his way and was in danger of dying from thirst. We gave him sips of water but he fought bravely for the African water bottles we carried on the car. We carried Weeks to Phoenix, but were forced to leave his machine on the desert. He recovered from his exhaustion but physicians said he would have died had we not found him that day.

The find of a man on the desert made real good roads boosters of every member of the crew of the car. National Organizer Potter has offered to provide signs to be placed along the route of the national highway in order that tourists may not be lost.

We are in this city after a run that has been one of the most novel tours ever made. Our car caught fire in the Black Mesa hills and was almost destroyed. Then we rushed the machine into the Black river and the water flowed over the hood. We spent three hours in the water, but this did not dampen our ardor for good roads. A bridge is being built over the place where our car almost dropped out of sight and will be completed within a month.

The run from Springerville to Magdalena was made after dark but our car struck a sixty mile an hour gale and John Zak, our intrepid driver, made a record on this run and reached Magdalena in time to hold a meeting at which \$1,000 were raised for the good roads fund.

At another meeting in Socorro we raised \$1,000 for the Ocean-to-Ocean

Highway association and again at Albuquerque \$1,500 was pledged. At Santa Fe another pledge was made of \$1,500 and tonight the men of Las Vegas are to be given a chance to organize and place this city squarely on the ocean-to-ocean highway.

The Times car is being sent by General Harrison Gray Otis across the continent at his own expense. I am not instructed to advertise makes of automobiles, tires, oils or accessories. The owner of the Los Angeles Times has the good roads plan at heart and is willing to help route this great highway across the continent. The tour of the Times car has been a triumphant one to this point.

As we crossed Arizona we secured \$10,256 toward the national highway fund. We expect to raise at least this much in New Mexico. We found many men in the towns through which we passed planning to come to this city for the Johnson-Flynn fight. We were asked many questions concerning the July 4 battle and from Yuma right straight through we found men of affairs planning to make the trip to this city in order to be at the ringside when the two big pugilists meet for the world's heavyweight championship.

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### "JUNE WEEK" AT ANNAPOLIS

Annapolis, Md., June 3.—Annapolis is in a gay and festive mood for the celebration of "June week" at the naval academy, the period during which the board of visitors appears and when the class whose members have completed the four-year course is graduated. The vanguard of the expected throng reached Annapolis Saturday. Other visitors are coming in on every train, and by tomorrow morning the city will be crowded. The exercises of the week began this morning with the official reception to the board of visitors, and will end with the farewell ball at the academy.

On the other hand, the commission considers the Payne tariff, which at present bars entirely the export of many German products to the United States and renders their display at San Francisco useless, will from now on probably undergo a process of revision downward, giving German exhibitors some chance of returns from their exhibits. Furthermore, the commission holds that the fields of business activity to be opened by the inauguration of the Panama canal, not only on the Pacific coast of the United States but also in Central and South America, Canada and even East Asia, are so great that German businessmen may well seize the opportunity of coming in contact with the visitors expected in San Francisco from these countries.

### DEMANDS OF RAILROAD CLERKS

Boston, June 3.—The biennial convention of the International Brotherhood of Railroad Clerks began in this city today with an attendance of seven hundred delegates from all parts of the United States, Canada and Mexico. The clerks are now negotiating for a new agreement with the 15 leading railroads of New England and the eastern states and this matter will be one of the most important to be considered by the convention. The clerks ask for the establishment of the eight-hour workday, a wage minimum of \$2.25, time and a half for overtime, pay for holidays, a 15-day vacation annually, and a general wage increase for all of at least 25 cents a day.

## FOREIGN NEWS NOTES

Berlin, June 3.—The American commission now touring Europe in the interests of the Panama canal expedition to be held at San Francisco, did not duplicate in Berlin the social success of its visit in London, due largely to the absence from the capital of the Emperor and Foreign Secretary Henry von Kiderlen-Waechter. The German social functions in their honor were comparatively modest affairs.

From the point of view of their actual mission, however, they received most serious and flattering attention, the exposition project and the invitation for German participation being given the thorough and businesslike consideration characteristic of the Germans.

Luncheons given by under secretaries in the ministries of foreign and interior affairs and by the president of Germany's permanent exposition commission served only as interludes in conferences in which members of the commission were called upon to explain every detail of the San Francisco project and demonstrate exactly in what ways German participation would be of benefit to German trade and industry. Business, not sentiment, marked the deliberations, particularly those before the permanent commission on expositions, an organization uniquely German, whose duty it is to examine thoroughly the many exposition projects constantly springing up and to recommend or refuse German participation in them. It annually examines about 600 projects, of which scarcely a dozen are recommended to the German government and business men. Among those disapproved by the commission recently were the exposition at Brussels and a contemplated Australian "world's fair."

The permanent commission and the government will be influenced in their decision largely by the American tariff situation, the prevailing custom rates, and the troubles recently experienced by German importers being one of the main arguments against a German representation at San Francisco. It is further pointed out authoritatively that Germany has thrice taken part in international expositions in the United States without direct adequate returns, an exhibit worth more than \$2,500,000 at St. Louis resulting in sales of only \$400,000.

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The permanent commission has as yet reached no decision, but there is good ground to expect that the last considerations will result in a favorable reply to the American invitation. How great a representation and whether a general one, embracing all aspects of German business and manufacturing life, will be made, depends largely on the attitude taken by the department of the treasury and particularly by the emperor on his return. His majesty's influence is confidently expected to be thrown into the scale for a thoroughly adequate and representative display.

The government, despite a series of flat failures in its repressive measures against the Poles, has by no means lost courage and it is now asking the Reichstag for an appropriation of \$25,000,000 to be used in keeping lands now owned by Germans out of the hands of the Poles. Several million dollars has heretofore been used in the effort, but without appreciable effect, for in the five years from 1906 to 1911 more than 1,000,000 acres of land in East Prussia, Pomerania and Silesia passed from German into Polish ownership. A similar danger, but of less importance, is conceived to threaten the Germans in Northern Schleswig, where the Danes are slowly getting hold of land, despite the fact that a majority of them are denied the privilege of citizenship by Germany.

The fund asked by the government is to be administered by a special commission which will buy threatened farm properties and either lease

or sell them to German citizens on easy terms. These contracts of sale are to contain clauses providing for a heavy money penalty in case the lands are sold to Poles, making such a sale out of the question.

An amusing balloon episode is reported from Elchstaedt, a town of 8,000 population in Southern Germany, which in order to witness a much desired descent allowed the balloon to be filled from the municipal gas supply. The ascent was made successfully, but when night came the residents found that the entire contents of the gasometer had gone into the bag. Candles and oil lamps furnished all the light in the town that night.

St. Petersburg, June 3.—The Russian cotton industry is feeling the effects of the abrogation of the Russo-American treaty. Russian determination to resist influence with reference to the Jewish passport question is now seen to involve the eventual loss of trade hostilities with America.

To Russia the most vital article of Russo-American trade is cotton. Consequently, when aggressive proposals were introduced in the Duma upon the heels of the abrogation, public opinion, in unison with Baron Knop and all other cotton manufacturers, cried out that reprisals on American products would strike none but the Russian consumer.

The patriotic motive now is to free Russia from American cotton. Of some American farming machines who cannot hope to free herself soon because of quality. The peasants and the opposition vote throw out bounties for Russian-built machines in a ministerial bill for farm machines manufacture, but the Duma members in the joint committee recoiled from the Duma vote, and the bounties clause has been restored. Only the agrarian and peasant interests now might stay the withdrawal of the reduced schedule on foreign machinery. Even so, new works are planned at Riga, Kiev, and other points by German and Russian capital.

A still greater impetus has been given to home cotton. The minister of agriculture, M. Krivosheina, with a staff of experts, has completed a fortnight's tour of inspection in the cotton districts of Central Asia. The Russian delegate at the coming international congress of navigation in Philadelphia, M. Shovguenoff, an engineer by profession, has been commissioned to make a study of the big irrigation works, with mechanical appliances, which are now being carried out in the United States.

All Russian cotton in Central Asia is irrigation grown. Upon 1,025,000 of the total of 2,500,000 acres of irrigated land there has been produced, roughly, half of the cotton Russia now needs. But this area has been powerless to change the ratio, and has barely succeeded in keeping up with the demand. Alongside of it, however, are 5,000,000 acres of suitable land, available for irrigation from the waters of the Syr Darya and the Oxus, at an estimated expense of from \$19 to \$38 per acre, the work to occupy 20 to 35 years. Causes connected with the coast, the requisite technical skill and labor, the involved land and water rights have hitherto blocked progress. Bills pending before the Duma, or being drafted by the ministry of agriculture, establish a water law in the Turkestan and permit private initiative and capital to assist the treasury in this big undertaking. A contract with a Moscow engineer, M. Tobaeff, calls for the completion of a canal to irrigate 135,000 acres in Samarkand province by 1914. The work had been advancing slowly for years, when the Russo-American events intervened and forced the pace.

A group of Moscow business men, headed by M. Kusnetsoff, of the Perekop cotton manufacture, who accompanied the minister on his tour, has bid for the irrigation of 540,000 acres in the center of Ferghana with the waters of the Naryn and Kara-Darvo. Their Russian and Swiss engineers are now rushing the surveys. The terms of their offer call for a grant on a part of the irrigated area to the company in fee simple or qualified, the crown to receive an equal part. Three hundred thousand dollars has been assigned for study of other projects, as well as \$4,500,000 for canals already begun.

The building of a railroad from Arva, on the Orenburg-Tashkent line, to Vorny, in Semiretchensk province, 726 miles away, has been sanctioned by the proper authorities. The plan calls for its completion in 1915. It

could be built in two years. Its capacity will be 2,000,000 bushels yearly of Semiretchensk grain to relieve Ferghana and Samarkand, where prices are double the market rate. Being in itself a splendid outlet for the grain of Russian colonists in Semiretchensk, who are 35 per cent of the population, it will serve its principal purpose in automatically releasing a large part (perhaps up to a million acres) of irrigated land in Ferghana and Samarkand from the obligatory grain crop, to pass under the more valuable cotton crop. In Ferghana 80 per cent of this land is under cotton, but in Samarkand only 4 per cent, whereas practically all could be so used were imported grain only cheap enough.

The tour of M. Krivosheina showed that the chief needs in Central Asia are cheap grain, cheap credit and cheap labor. The state and the peasants' banks will now enter the field to compete with the Jewish, Armenian and Tartar bankers and agents, in lieu of the available cheap Argban, Cashgar and Chinese labor. M. Krivosheina proposes to colonize Russians exclusively on the lands to be reclaimed by irrigation.

Cotton is also successfully pushed northward in the Caucasus, on land non-irrigated, and in the Mughan and Mii steppes, irrigated from the Arax and the Kura. Since 1909 it has been planted for experiments in the valleys of the Bug and the Dnieper. The results show that this is botanically possible, but so far, commercially risky or doubtful, on account of frosts.

Russia has created this entire cotton production herself. Cotton is native in Central Asia, but began to be planted regularly as a crop only after the Russian conquest. In 1884 Morozoff, the cotton manufacturer of Moscow, was instrumental in planting 710 acres with American upland seed. In five years the plantation had been pushed to 118,000 acres. In the next four years they again tripled, and reached 556,000 acres in 1896. At present the total in Central Asia and the Caucasus is 1,620,000 acres. The most potent factor in this growth has been the protective duty on cotton, now reaching 4 roubles 25 copecks per pound, which is about \$28 per bale.

### BASEBALL NOTES.

Jack Hendricks' Denver team, winner of the Western league pennant last season, is out in front and going strong.

President Charles Somers, of the Cleveland club, says that Larry Lajoie will not be back in the game before July 1.

Bill Bergen, who used to backstop for the Brooklyn Superbas, is working behind the plate for Jack Dunn's Baltimore team.

"Stoney" McGlynn, the former St. Louis-Milwaukee pitcher, has signed with John McCluskey's Ogden team of the Union association.

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Jimmy Callahan's Chicago White Sox made a grand cleaning during their eastern tour, winning 11 and losing but three games.

The Giants claim that Rube Marquard is the first National league pitcher ever to beat every other club in the league before taking the count. If Johnson, Groom and Hughes can keep up their good work, there should be no trouble for the Washington team to stick in the first division.

In the last 25 times that Christy Mathewson has faced the Cincinnati Reds he has been returned victorious on 23 occasions.

This slug-em-over-the-ropes stuff of Ty Cobb seems to have pleased the bugs and the Georgia Peach will no doubt be a big drawing card in the future.

With the exception of its pitching staff the St. Louis Browns look to be a pretty good outfit. The flingers have not been able to produce the goods.

The Birmingham and Mobile teams are showing the way in the Southern league. Pitcher Demaree, of the Mobile team, has won eight straight games since the opening of the season.

Pitcher Hugh Bedient, of the Boston Red Sox, has downed Connie Mack's world's champions three times in succession. Pretty nice work for a youngster who is just breaking into high society.

Eight different nationalities are represented on the Houghton, Mich., team. The members are: Guido Bi-

annucci, Italian; Ed Hiltunen, Finn; Stephen Austin, American; Louis Jacobs, Jew; David Vorville, French Canadian; Fred Beauchaine, French Canadian; Hjalmar Anderson, Norwegian; William Polkrose, Cornishman and William Finnegan, Irish. The sons of Erin have not disappeared from the ball field entirely as Finnegan got in just in time.

WITH THE BOXERS  
Tim Hurst has been succeeded by Billy Gibson as manager of the Garden A. C. of New York.

A battle between Mike Gibbons and George Carpentier would show how clever the French champion really is.

### TO DISCUSS WATER PROBLEMS

Louisville, Ky., June 3.—If anything goes wrong with your city water supply send the complaint to Louisville, for the man responsible is probably here attending the thirty-second annual convention of the American Waterworks association. Delegates from scores of cities throughout the United States and Canada arrived today to attend the gathering. The reception of the visitors and a meeting of the executive committee occupied the day. The regular sessions of the convention will be opened tomorrow morning with the address of the president, Alexander Milne, of St. Catharines, Ont.

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